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## FOREIGN MISCELLANY.

*From the United Service Journal.*

### ECONOMY OF A MAN OF WAR.

No V.

**THE MASTER.**—This is one of the oldest offices of the navy, having formerly been a seaman of approved qualification supplied by the Navy Board as a sailing captain, to act under the fighting captain provided by the Admiralty: the one being understood to be perfectly conversant with the equipment, stowage, and navigation of the ship; the other remarkable for the talent, courage, and address of a warrior. The warrant was then of such esteem, that we find in the Roll of Equipment for Henry the Eighth's fleet, in the fourth year of his reign, the names of the captains and "maisters" appear to all the principal ships, they being the only officers thus distinguished; and more over we find, from the same document, that the latter was allotted from four to seven dead-shares, according to the rate of vessel in which he was serving.

The Master of a man-of-war is an officer taking rank immediately after the Lieutenants, being appointed by warrant of the Commissioners of the Navy, to assist in fitting, stowing, and navigating a ship, under the superintendence of the Captain; duties which officially stamp him as the principal seaman on board.

Upon receiving his appointment, the Master is to make himself well acquainted with the stowage, draught, and sailing properties of the vessel to which he shall be appointed. In this inquiry, skill and experience may be brought to show how admirably knowledge and practice do mutually reciprocate upon each other. A ship built upon faultless principles may be rendered duller than a lump or a lighter by ignorance of equipment; for the best possible form will be incapable of exhibiting its good qualities, except at the same time it be well rigged, well stowed, and well worked. Instead of allotting articles by rote to the fore, main, and after-holds, the lines of the vessel must be deeply studied, and the burthen trimmed according to clear and obvious principles. In general terms, we may say that a duly-proportioned man-of-war should be brought down in the water to three-fifths of the height of the top-breadth, this having been found the best sailing trim for ships in general, if their hulls are properly constructed. That vessel, the topsides of which are shallowest in proportion to her capacity under water, will be the stiffest, and will hold the best wind; and the nearer the centre of motion is brought to the centre of capacity, the easier will be her motion. But here the point arises as to her build. Broad floors are very convenient within-board, but occasion so great a quantity of dead water, which must be dragged after the counter, that they are not desirable for naval cruisers. For warlike objects, the fore-body must not only be shaped for cleaving the fluid with despatch, but also to disperse it to the right and left, and thereby facilitate its astward transit, cutting, not bruising, the water; the after-body should, at the same time, be so formed as to send the displaced fluid with the greatest facility to the stern. These two conditions are known to be absolute, from experimental proof; for bodies moving in a medium, the propelling force being given, have greater velocity with the obtuse end than with the acute end foremost. The centre of gravity must neither be too high nor too low in the hold; the former will cause the ship to labor, the latter will make her crank; and in the adjustment of

the larger and heavier masses, it must be recollect that the effect of every weight belonging to a ship in increasing the angles of the pitching motion, is in exact proportion to its moment of inertia. A vessel loaded by the head requires a taut weather helm; but when trimmed by the stern, a slack, or lee one, as she then allows her rudder to plunge more deeply into the fluid, while her hull presents a surface inclined upwards towards the waves, which constantly meet it when on a wind.

We have dwelt the more upon this point, because trim may be considered one of the most delicate points in the art of navigation, and requires the united and considerate attention of both seamen and builders. The most trivial variation in the disposition of the weight with which a vessel is charged has been known to effect a material alteration in her stability, floatation, and velocity, the grand desideratum of a man-of-war; and when to the form of the hull, the warps and spread of the rigging, the size and fashion of the sails, and the length and rake of the masts, are to be duly apportioned, it will be at once conceded that the subject is of the most paramount naval importance.

Having, both by observation and inquiry, satisfied himself respecting some of the most obvious properties of the ship, the Master is to be present himself at the stowing of the hold, and there give the necessary directions for trimming it. He is to take care that the proper quantity of iron and shingle ballast, tanks, casks, and dunnage, be received on board; and should be very observant that the shingle be free from mud and dirt; for though the Printed Instructions direct him to see that it is "sweet and clean," we have known this order to be flagrantly neglected. Some trimmers have also been too fond of lumping the pig-ballast on the very ceiling, in contempt of the heavy-weather lurches to be expected in consequence, when winging and raising it would render rolling easy. The provisions and stores are then to be taken in, during which this officer is specially directed to be present, not only to direct their safe and speedy embarkation, but also to assure himself that they are not defective in quantity, as well as to ascertain that there is no deficiency by neglect of the Purser, or otherwise, of fuel or water. In putting away provisions, he is to place the older over the new supplies, so as to admit of their being the first hoisted up for issue; and all particulars of the hold and its contents are to be duly entered in the log-book. When all the supplies are on board, he is to require from the Carpenter a written return of the ship's draught of water; and also at such other times as may be necessary.

Besides the charge of the holds in general, the Master has the special custody of the after-holds and the spirit-room, of which he is to entrust the keys only to his mates, one of whom must constantly attend when either of them are open; and after the service is executed for which the hatches were taken off, he is to see it properly secured again, and return the keys. From the fatal tendency of accident, this is a most important point. No spirits or wine should be drawn off in any other part of the ship than the main-deck, at which time a ship's corporal should attend with the mate; and no man is to be suffered to go into the hold, store-rooms, or tiers, with a naked light. In the absence of the Master, the keys are to be delivered to the First Lieutenant.

The Master has also to regulate the expenditure of water, and carefully to prevent its waste, reporting daily the remains thereof on board; and he is to be particularly vigilant that the casks are not damaged

by improper violence in man-handling them. He has also to assure himself, by frequent inspection, that the cable tiers and warrant-officers's store-rooms are kept clean and well ventilated ; and that they are managed with such regularity that any thing is at hand, so as to admit of being readily had when wanted. He has, moreover, to inspect the sail-rooms, where he will satisfy himself that the sails are properly fitted, made up, tallied, and kept dry. This is a material branch, as much danger might accrue from their not being duly fitted with points, robands, and earings, ready for being brought to the yard in moments of emergency. Frequent airing is absolutely necessary ; but as this is attended with considerable trouble, he should not fail to consult with the Captain or First Lieutenant as to the time and opportunity for so doing. Mildew and mice damage and disgrace the spare sails ; the presence of the one may be detected by a tolerable unsnuffed nose ; the other by strewing paper over them, on which the enemy will be sure to whet his teeth.

Agreeably to the Naval Instruction, the Master is frequently to examine into the state of the rigging, both standing and running ; and is punctually to attend when the former is being set up, and at the staying of the masts. In this duty he will not forget the resistance which the rigidity of the ropes produces in machines ; since shrouds and back-stays being too taut confine the mast, and cause an effect of the wind on the sails to lift the stern. Indeed the various points of sailing should be an earnest object of his investigation ; because he has to report largely upon them, and his testimony is sometimes expected to be decisive on contested questions. He should, therefore, endeavor to compare the effect of the canvass with the disposition of the interior weight under every circumstance. When a ship's velocity does not increase with an increase of wind, we may directly conclude that the increase of impulse is so applied as to occasion an increase of resistance, for otherwise the impulse must accelerate ; the rapidity with which any body moves through the water being, under proper circumstances, in exact proportion to the square root of the impulse. Yet without recollecting so simple a corollary, we have seen ships cracking on in chase, dragging the lee-guns, chains, and anchor-flukes through all, and bruising the water like a fury ; as if heeling almost to her beam-ends, and dashing the foam about, constituted velocity. "No ship or vessel," remarked the veteran Knowles, "was ever intended to sail on her broadside. The more upright, the whosomer sea-boat she will prove, and the swifter she will pass over the waves, nor throw and force them over her."

When riding at single anchor, the Master is to be very attentive that the ship does not foul it, by carrying the cable over it in the tidal changes ; and, when moored, is to ascertain that she is not girt too taut, looking occasionally at the state of the hawse and the rounding. He is also to be confident that the anchors, cables, hawsers, shank-painters, bit and ring stoppers, and all appendages to the ground-gear, are clear, come-at-able, and in good order ; as well as that the boatswain has always a sufficient number of spare points, gaskets, nippers, plats, mats, and other necessaries which are in constant requisition ; and should a further supply of them, or of rope, be wanted, he is to superintend their being properly made. Under communication with the Captain, the working of a ship into her station in order of battle, and the direction of her closing, or other movements during the time of action, being entrusted to his management, he should, on the eve of such events, get the relieving tackles, spare-tiller, rudder-chocks, and every requisite of helm-gear, in readiness against a casualty.

As the official pilot of the ship, the Master is to provide himself with instruments and nautical books, and to examine that the log and lead-lines, sand-

glasses, compasses, and charts are in excellent order, and ready for use ; for though these are drawn on the charge of other officers, they are committed to his direction and use. With all his good qualities, however, for plain navigation, much more has been expected from him in this capacity than reason could expect him capable of. Some Masters have attained a very respectable scientific eminence ; but where is this body, which is mainly recruited from the merchant service, to gain a knowledge of the higher branches of surveying and astronomy ? The actual line of his duty is clearly defined by the Printed Instructions ; and it is absurd to heap unauthorized weight upon it.

"He is, under the command of the Captain, to have the charge of navigating the ship ; he is to represent to the Captain every possible danger in or near the ship's course, and the way to avoid it ; and if it be immediate, to the Lieutenant of the watch. Whenever the ship is approaching the land, or any shoals, he is to be upon deck, and to keep a good look-out, always sounding to inform himself of the situation of the ship." In attending to this position, we recommend him, for the sake of keeping the peace, not to alter the course, even after the captain's sanction, without communicating the intention to the officer in charge of the watch.

At seven bells every forenoon, the master is to order the Midshipmen and youngsters to attend on deck with their respective quadrants to "shoot the sun ;" and he is, moreover, to direct such as he shall think qualified to assist him in making any other observations or calculations which he may think necessary.\* This duty is too often doubled by the lax, the Master being usually contented when he sees the most diligent on the gangway ; but it should be insisted upon, for he who cannot take a good meridional altitude is not likely to master a luner distance. As he has so deep a concern in the reckoning, it were well if he also proved the powers of the mates of watches for marking log-boards, and to note whether they are as exact as circumstances will permit, in setting the bearings of land, especially when that profound quantity the *estimated* distance is from a single point or cape. As soon after the above operation as convenient, he is to carry the "day's work" to the Captain, expressing therein the situation of the ship as to the latitude and longitude, the variation of the needle, the bearing and distance of the place bound to, and other requisite particulars. Hence, from seeing this constant noon tide conference, an old sailor humorously remarks, "The Captain trusts more to the Master for a guide than to the Parson ; and he is not a little proud of it, insomuch that though he will grant the Captain to be his superior, yet he swears himself to be a man of much better reckoning."

"A skillful Master in a ship is a comely thing," said Daniel Pell, who justly considered that such a functionary ought not only to know how to lay a course for any part of the globe, but also "that he should have such an exquisite cognizance of the rocks, sands, and shallows that lie in his way, that thereby he may be capable of saving both himself and the ship which he takes charge of, otherwise he may sing *Qui non ante caret, post dolebit.*" He likewise held, that to be destitute of nautical accomplishments is to dance in the dark ; and that the *cognoscenti*, as he termed them, ought to be well versed in such matters, so as to "be apprehensive, positive, and determin-

\* Dr. Thomas Hood, in his edition of Borne's "Regiment for the See," 1596, tells us that some of the "Maisters" ridiculed the taking of celestial observations, saying they could "keepe a better account upon a board. And when that they did take the latitude, they would call them starre shooters, and sunne shooters, and would ask if they had striken it." To improve these "Maisters," a chapter is given, touching the variation of the compass, "and how to give a gesse to knowe the longitude."

native as to the latitudes, longitudes, and localities of countries;" for those that will take upon them "that boldness to sail rich and costly ships in the seas, they ought to be no crown-crazed novices." It is probable that the present race of Masters would have satisfied him; for, besides navigating the ship from port to port, and fixing, to the best of their ability, the above geographical co-ordinates, they are to ascertain the setting and velocity of currents; the times of high water at full and change of the moon; the rise and fall of tides; and the nature of the roads and anchorages, as well as to make all varieties of nautical remarks, and sketch headlands and harbors. Of late they have advanced a few pegs beyond their predecessors, by the introduction of lunar and chronometric observations; and on the whole offer a fair display of talent for the purposes of practical navigation. Yet, with the increase of real knowledge, they have lost some of the importance formerly attached to their vocation, when the being astrologically weather-wise was part and parcel of the mystery of conducting ships over the ocean. Even their relics have been prized, since the jawbone of the Master of Prince Henry's first discovery ship was carefully preserved in the convent on Cape St. Vincent, and one of Shakspeare's witches says—

"Here I have a pilot's thumb—  
Wreck'd as homeward he did come."

While noticing the nautical science of Masters, we trust that an allusion to their neglect of the marine barometer may be instrumental to their paying future attention to the prognostics of that simple and unfailing guide. And we hope to be pardoned in giving another hint. We have lately seen several publications, addressed to the service, on the keeping and treatment of chronometers, some evidently written or dictated by those who knew very little about them; and any Master who should be in want of such a-b-c-darian advice as given therein, is no more fit for the charge of those beautiful and all but perfect machines, than were the winged warders of the Capitol for the curule seats of the Consuls. Thus they are told about the necessity of taking sights to obtain rates, as though that were a point on which they could be ignorant; but no correction is given to that delusive practice of rapidly lumping sets of sights together, in which many delight as a proof of quick observing. This practice is pregnant with the usual errors of affected dispatch; and the nautical astronomer will find that more time taken to the individual altitudes, with more pains in making the limb tangent, will yield better results; for it is certain that a medium of bad observations can never produce a good one. To estimate the best of two chronometers that have been duly compared and rated for a certain number of days successively, from the register kept of their errors, the rule of Laplace will be found simple and excellent. It is by taking the squares of the differences of the chronometers' errors for every day, and that in which the sum of the squares is the least, is the preferable time-keeper; a method considerably more accurate than that offered by using a mere arithmetical mean, it being like the application of a microscope to a small quantity.

The Master's charge is not confined to long-voyage navigation only; he is expected to be perfectly conversant with the cabotage of the Channel coasts, and the pilotage of all its harbors; and this knowledge, derivable only by sagacity and experience, constitutes one of his most valuable points, in a naval view. On foreign stations ships are allowed to embark pilots, as it could hardly be expected that one head should retain a local acquaintance with the whole globe; but even at such times the Master is only slightly relieved from responsibility. Indeed the naval ordinances are extremely strict on this head: "When the ship is in pilot water, although there be a pilot on board to take charge of her, the Master is to be always attentive to the manner in which she is

conducted; he is to see the lead carefully hove, though the pilot should not require it; and is to have every thing prepared for anchoring at the shortest notice; and if he perceive the ship standing towards danger, or if he have reason to think the pilot not properly qualified to conduct her, he is immediately to inform the Captain." And, notwithstanding he may feel confident in his perfect knowledge of a coast, he is always to *feel* the approach towards it, with a careful hand—

"Chaunting in loud melodious strains,  
The varying soundings from the chains"—  
till at length he brings up in some bay or port:  
"Where the good ship secure may ride,  
And seamen smile at storms outside."

These arduous obligations seem of themselves quite sufficient for any one officer to be charged with: but we have not yet done with him. In addition to his deck and hold responsibilities, the Master has to attend all surveys of decayed or unserviceable stores and provisions, and is to be ready, if required, to make oath to the conscientious impartiality of his report of proceeding thereon. He is to give a weekly examination to the boatswain's and carpenter's account of stores expended, and at the end of every month must sign their expense-books. Among other occupations, he has charge of the ship's log-book, that minute record of weather, courses, and distances; of making and shortening sail; of the receipt, supply, loss, and distribution of provisions, slops, and water; that general gazette of all the details and occurrences of the vessel, and all that dwell therein. Nor does the custody of the public log save him from the trouble of having to keep also a six-monthly one of his own, for the Navy Board. Besides all this, he is to examine with particular attention the "Muster-books, tickets, vouchers for stores, and all other papers and accounts, before he signs them, as he will be made responsible, not only for such as he shall be found to have signed, knowing them to be false, but also for all mistakes in such books, accounts, &c., by which, through his neglecting to correct them, the public shall suffer any loss."

**NOTICE OR ALARM GONG.**—A very ingenious instrument, of which we have seen a model, has been invented by Capt. George Smith, R. N., intended to give warning of the approach, and to announce the course a steamer is sailing on in a fog. It consists of a gong, on which a hammer is made to strike every ten seconds, a certain number of blows, by very simple machinery, according to the course a steamer is sailing on. For example, if she is sailing north, the gong is struck once; if east, twice; if south thrice; and if west, four times, every ten seconds. By this systematic method the position, course, and proximity of a steamer will be clearly announced to any other vessel. In rivers, Captain Smith proposes the gong to emit single sounds every ten seconds, which would be enough to give warning. He also proposes to apply this instrument to railway trains, by the blowing of a trumpet. The peculiar merit of the invention appears to us to lie in the equability of intervals, and intensity of sound, which cannot be equalled by any human means.—*English paper.*

**IMPORTANT IMPROVEMENT IN STEAM NAVIGATION.**—Last week an experimental trial was made in the river of a newly invented apparatus for the purpose of preventing incrustation on the bottom of the boilers used in steam navigation. It is well known that in sea-going vessels this incrustation is frequently so thick as to prevent the water from exerting any effect on the bottom of the boiler, which frequently becomes red hot, and explodes with great violence. Even when this is not the case, the tear and wear of the boiler, occasioned by the removal of the incrusting substance, which is often as hard and compact as stone,

tend greatly to increase the expense of working a steam-vessel. The new invention consists in placing pipes outside the vessel, under the surface of the sea, that shall act as reservoirs for the condensed steam, which is thus cooled by the action of the external water, and returned to the boiler; so that, in point of fact, the contents of the boiler becomes in a very short period distilled water. The inventor of this plan is Mr. Symington, son of the originator of steam navigation, and well known for a variety of ingenious discoveries. The vessel fitted upon for the experiment was the City of Londonderry, belonging to the Dublin Steam Navigation Company. This experiment proved the complete success of Mr. Symington's apparatus, and gave great satisfaction to a number of scientific gentlemen and others interested in steam-navigation who witnessed it.—*London Courier.*

#### DOMESTIC MISCELLANY.

*From the Baltimore American.*

We are indebted to the attention of the Hon. J. A. PEARCE, of the House of Representatives, for a very interesting Congressional document—the "Report of the Board of Officers appointed by the Secretary of War to examine the improvements in fire arms made by Hall and others." It will be recollect'd by our readers that the inventions of Hall, Colt, Cochran, and Baron Hackett, have been some time before the public, and have excited a great deal of curiosity, in consequence of which a Board was formed by order of the Secretary of War, composed of Brigadier Generals FENWICK and TOWSON, Lt. Cols. WORTH and WAINWRIGHT, Major R. L. BAKER, Capt. HUGER, and Lt. ANDERSON, for the purpose of examining into their respective merits. After careful experiment and mature deliberation, the Board have returned an elaborate report, in which the details of their proceedings and the results of their trials are minutely set forth. As it is impracticable to furnish the document entire, we must content ourselves with giving the general remarks that form a portion of it, and will be found to cover the whole ground of inquiry, so far as will be required for the use of all readers except such as may be interested in the details on which they are founded. We must confess that the opinion formed by us of the usefulness of Cochran's patent had been such as to assign to it the first place as a means of destruction, but the reasons given by the Board are such as to convince us of the benefit of experience in this as well as other matters. The following are the general remarks alluded to:

The various arms under consideration which have been submitted to the examination and experiments of the board, constitute two classes, viz:

The first class comprises the guns of Hall and Hackett; being arms that load at the breech with single charges.

The second class are "many chambered," or repeating guns of Colt and Cochran, the breech of which is formed of cylindrical receivers that revolve upon a pivot, and which are chambers to contain a number of charges which are brought successively in a line with the same barrel.

The first class may be divided into two varieties: 1st. Hackett's gun, the breech of which opening, uncovers the bottom of the bore, into which the charge is inserted in the form of a cartridge; the powder remaining in the paper envelope.

2d. Hall's gun, the receiver of which being raised by means of a spring, receives its charge in its upper end, and may be loaded either by means of a flask, or with a prepared cartridge.

The second class also embraces two varieties: the receiver, which contains the chamber for the charges in Cochran's, revolves horizontally on an *abre* perpendicular to the axis of the bore; while Colt's receiver, having its chambers in the opposite direction to Cochran's, revolves upon an *abre* parallel to this axis.

As all these arms load at the breech, the advantages of this method are, of course, common to all, viz: that the ball used may be of a diameter so great, as to destroy all windage, and thus cause a greater range, more exactness of fire, and in consequence of less powder being required by the absence of windage, diminished recoil.

In the first class we may add, to the advantages common to all, that they can be loaded with great facility; and that, for the use of light troops or skirmishes, this property might be frequently useful and important.

In the first variety (Hackett's) the charge is inserted in a cartridge, the powder remaining in its envelope, the remains of which, with the residue of the burnt powder, adhere, after several fires, to the chamber, rendering it difficult to insert the cartridges, and highly probable that the retention of fire, by this mass of the burnt envelopes, might cause explosion on the introduction of a new charge.

In the second variety (Hall's) this inconvenience does not exist, as the powder may be first inserted and surmounted by the ball.

Another inconvenience, common to guns loading at the breech, is, that the deposit of burnt matter which escapes through the joints render them stiff and difficult to manage.

The guns of the second class have the same disadvantages as to wear and escape of gass, greatly increased by their complication and the danger of explosion of more than one charge at the same time.

Of all the arms submitted to the board, that of Cochran is deemed the most unsafe for military purposes, when subjected to rapid discharges with cylinders [receivers] fully loaded.

The slightest defect in the metal of the receiver would render it highly dangerous both to the bearer and to others in contiguous positions; and that such defects would frequently exist, will not be doubted by mechanics whose experience every day convinces them of the many circumstances that serve to prevent a perfect union of all parts in singular constructions; and even admitting original perfection in this important limb, it is nevertheless liable, from the effects of constant and severe service, to receive fractures or other injuries sufficient to destroy its character for safety, and render it more dangerous to the ranks it is intended to support and defend than to those of the enemy.

One accident of the kind that occurred in our practice of the 19th of June (vide tabular statements) would alone not only impair the confidence of the troops in the ability and power of their arms, but what might be fatal to the reputation of those armed with them, would infuse into the minds such a degree of dread and apprehension of their dangerous qualities, as to render them an unpopular, and consequently almost powerless weapon of war.

This objection, founded upon an occurrence which our experiments elicited, is deemed conclusive as regards the inaptitude of this arm of the public service; and it is believed that the possession of one quality that detracts from the general merits of an arm, so as to impair the confidence of the soldier in its safety and power, would be fatal to its reputation and consequent utility.

However ingenious in design, therefore, and creditable to the mechanical skill of the inventor, this arm may be, the board is of opinion that it is an unsafe weapon, and unsuited to the use of bodies of men acting in line or in masses.

It is the opinion of the board that the arm of Colt, involving all the merits, and free from some of the objections to the former, may be very usefully applied in *special* cases; as, in fixed positions in defence of a breach; to cover boarders; in tops of ships; or for personal attack or defence; in a word, under any circumstances where the operation is of a special and brief character, and it be desirable to throw a mass of

fire upon a particular point for a limited time. In such or similar situations the entire strength of this arm might be so controlled and managed, as to render it fully available and highly efficient; while its cumbersome and yet necessary appendages, and the massive burden of its parts, would condemn it as wholly unsuited to the wants and exigencies of the service *in the Field*.

The board is of the unanimous opinion, that from its complicated character, its liability to accidents, (one having occurred in practice on the 21st June) in the hands of soldiers, and other reasons which may be found in this report, that this arm is entirely unsuited to the general purpose of the service.

That the arm of Hackett is one of great merit, possessing in general the qualities of the standard musket, over which it has the advantage of simplicity in construction and manœuvre, and rapidity and certainty of fire, is fully admitted by the board; but it is exposed to the serious objection of a dangerous and doubtful arrangement of its ammunition, in respect to its packing and transportation, and in not admitting of being loaded with loose powder and ball, the necessity of which often results from the casualties of service; and in using only a charge of a peculiar make, to which is attached a percussion primer, dangerous when in connexion with large quantities of ammunition.

As it is highly probable that the objections to this arm may be overcome, and as the weapon has attracted the serious attention and consideration of other and highly military nations, with a view to possess ourselves of the knowledge and use of a weapon which it may hereafter be necessary to oppose to those who shall adopt it, the board is unanimously of opinion that a number, say 100 stands, should be procured of the inventor and proprietor, and placed in the hands of a selected company or corps, by the direction of the Secretary of War, in order to a thorough course of experiments, to embrace all the incidents of campaign service, both in respect to the weapon and its ammunition.

From the report of the master armorers, it appears that the standard musket is not susceptible of alteration so as to apply to it the principles of Hackett's gun; and such is the opinion of the board.

The arms now in use in the United States service, it is assumed, possess the power of being used, in skilful hands, with all *requisite* celerity and effect.

The experiments just finished, teach, conclusively, that up to 40 rounds of fire, in reference to the usual characters and incidents of service, they have the advantage in several respects, and equality in others, to those with many chambers.

It is seriously doubted, by experienced soldiers, whether the celerity attainable with our own arms, or with a weapon, which in being loaded requires to be removed from its firing position, is not carried as far as is consistent with steadiness, coolness, and that self-possession so very necessary and so difficult of inculcation. It is the opinion of the board that a larger proportion of fire from rapidly repeating guns would be thrown away, than from those that receive but one charge at a time.

In the instances of the arms under consideration, it is believed that even if there be any thing gained by their peculiarities, over the common musket and Hall's gun, in point of celerity of discharging, such advantage has been acquired at too great a sacrifice of important and indispensable principles; that, in the desire to reach perfection in the construction of the arms, the convenience, physical power, and safety of those who are to use them, has been wholly overlooked; and that their liability to be found out of a state of preparation for defence, would detract greatly from their character for efficiency.

The board is confirmed in the opinion, that the arm of Hall is entitled to all the favorable consideration which has heretofore been bestowed upon it by previously constituted boards and commissions.

That the arm requires some modification in its construction, and especially in its equipments, the board is fully convinced; and, with such improvements as are doubtless attainable, the board is of opinion that, as an arm for military purposes, it possesses a decided superiority over every other constructed upon the principle of loading at the breech.

The gun of Hackett, with many admirable qualities, is as yet a comparatively untried improvement; but Hall's gun, having successfully undergone the trials of service and the examination and thorough inspection of several competent commissions, has again exhibited to this board powers and excellencies (capable, doubtless, of augmentation) far superior, in the opinion of the board, to those possessed by any other arm which has been subjected to its examination.

The application of the percussion primer to arms for the use of troops has not yet been made with success. They may, with improved means of attaching them to the nipple or cone, be used by light troops in extended order, but the difficulty of placing an object so small as the cap, during the excitement of action, in excessively cold weather, and in dark nights, has prevented this improvement in fire-arms (for sporting purposes) from being generally adopted in any service.

These many-chambered guns use the percussion cap. From 7 to 9 would have to be placed upon each receiver. The liability of these caps, on explosion, to annoy and maim the contiguous men was fully illustrated by the experiments.

Finally, it is the unanimous opinion of the undersigned that the standard arms now in use in the service of the United States, regular and militia, viz: United States musket and rifle, and Hall's musket, rifle, and carbine, with such improvement in construction as the latter are susceptible of, combine, in a higher degree, all the requisites of convenience, durability, simplicity, and effect, than any that have been suggested for the general armament.

*From the Knoxville Register.*  
CORRESPONDENCE.

KNOXVILLE, 12th September, 1837.

SIR: Official duty having, for the first time, brought you among us, we deem it due to ourselves, not to permit the occasion to pass without tendering to you some expression of the estimate which we place upon distinguished public services, and upon eminent private worth.

A quarter of a century, indeed, has elapsed, since we, as a portion of the American people, became your debtors for achievements in the field, alike splendid and important; a long period in the life of man, yet much too short to lessen the weight of our obligations for your services, or to make dim the recollection of your achievements. Your deeds and your fame belong not to you alone, but also to your country, and if we could be ungrateful enough, we are not sufficiently disinterested to forget them; and if any of our national rulers may have, at any time seemed to act with different sentiments, while we would deeply regret such instance, we cannot but deem it an additional reason for giving expression to our own views, as being more just, both to you and to ourselves.

We have the honor to request that you will, at such time as may suit your convenience, partake of a Public Dinner with the citizens of Knoxville.

Very respectfully,  
DAVID CAMPBELL,  
S. D. JACOBS,  
WM. LYON,  
Maj. Gen. W. SCOTT. } Committee.

KNOXVILLE, TEN., September 13, 1837.  
GENTLEMEN: I have just had the honor to receive your note of yesterday, inviting me to a Pub-

lic Dinner, to be given (on some convenient day) by the citizens of this place.

I am, gentlemen, highly flattered by this proof of the esteem in which my character and professional services are held in the capitol of East Tennessee; a portion of our country as much distinguished for patriotism and general moral worth, as any other in the Union; and there are, moreover, in the invitation, delicate allusions to the recent circumstances in my public life, which render the compliment peculiarly gratifying. I must, nevertheless, forego the pleasure and honor of meeting you. The particular duty in which I am now engaged will, in all probability, be brought to a close to-morrow in time for me to take the mail-coach in the afternoon; and my professional engagements, to the East, are such as to make it imperative that I should not lose a single day in meeting them.

Hoping that this act of self-denial may not, under the circumstances, forfeit, but rather strengthen, your favorable opinion.

I remain, Gentlemen,

With the greatest respect and esteem,

Your friend and servant,

WINFIELD SCOTT.

To Messrs. David Campbell, S. D. Jones, Wm. Lyon, Committee.

KNOXVILLE, 12th Sept. 1837.

SIR: Your energy and gallantry in the late war, and the able and efficient discharge, for many years, of the duties of Inspector-General of the United States Army, pointed you out to the late Administration as an officer proper to be selected for the very delicate and important trust of carrying into effect the stipulations of the late treaty with the Cherokee tribe of Indians.

Uniting the energy and gallantry of the soldier with the polite and conciliating manners of the gentleman, and that enlightened sense of justice and humanity which becomes the military representative of a great nation among a dependent people, the selection of yourself could not be otherwise than acceptable to the States most deeply interested, as well as the individuals concerned.

With such well founded claims to the public confidence, you entered upon the discharge of your important trust. The zeal, the energy, the sound judgment and discretion which marked your course, left no doubt that if you had continued in the trust, your labors would have been crowned with a success alike honorable to yourself, and important to your country.

We would venture the expression of our regret that a court of inquiry should have been called to investigate any part of your official conduct, if our knowledge of the circumstance and of the intelligence and impartiality of the court did not make it certain that the result of the investigation must place you before the American people in a most favorable attitude.

As a testimonial of our confidence in your character, and our estimate of your military services, not only during the last war, but more recently upon our border, where your command consisted almost exclusively of the citizen soldiers of East Tennessee, we are instructed to invite you, on behalf of the citizens of Knoxville, to partake with them of a Public Dinner, at such time as may suit your convenience.

Very respectfully,

DAVID CAMPBELL,  
S. D. JACOBS,  
WM. LYON, Committee.

Gen. JOHN E. WOOL.

KNOXVILLE, TEN., 13th Sept., 1837.

GENTLEMEN: Your communication of yesterday has filled me with gratitude. It is more than a year since I first came a stranger among you. From that time, I have been, whilst in this country, in the midst

of friends, who have, on all occasions, been my shield against envy, malice, and vindictiveness. Under these circumstances, no additional evidence was wanting to convince me of the sincerity and friendship of the citizens of Knoxville; yet it would have afforded me the highest pleasure to have met you at the festive board. But the position in which I stand to the Government of the United States, too well known to them, will not permit me to accept the proffered honor of naming a day when I would partake of a Public Dinner, as a testimony of their respect for my character and past services. This I cannot do with propriety, until I am acquitted of all the charges preferred against me, and which the War Department have thought proper to have investigated. Still, I do not the less appreciate this renewed assurance of the sincerity and friendship of the citizens of Knoxville, which I shall ever cherish.

With my best wishes for their happiness and prosperity, as well as your own, believe me, gentlemen, to be very sincerely, your friend and obedient servant,

JOHN E. WOOL,  
Brig. Gen. U. S. Army.

To Messrs. David Campbell, S. D. Jacobs, Wm Lyon, Committee.

KNOXVILLE, Sept. 12th, 1837.

Sir: Circumstances have placed you, recently, in a trust of much delicacy and of high importance to our State and to the Union.

Your eminent services in the late Florida campaigns, your perseverance, energy, and skill, in the most arduous and trying situations, leave no doubt on our minds, that you bring to the discharge of your duty, that decision and firmness, that promptness of action, that forbearance of temper, that enlightened discretion, and that deep sense of what is due to justice and humanity, which are called for by the circumstances with which you are surrounded.

As an expression of their deep sense of your former services, and as a testimonial of their confidence, and of the high estimate which they place upon the character of the soldier, the scholar, and the gentleman, we have been instructed by the citizens of Knoxville, to invite you to partake with them of a Public Dinner, at such time as may suit your convenience.

Very respectfully,

DAVID CAMPBELL,  
S. D. JACOBS,  
WM. LYON, Committee.

Col. WM. LINDSAY.

KNOXVILLE, Sept. 13, 1837.

GENTLEMEN: Your invitation to partake of a public dinner, to be given by the citizens of Knoxville, is this day received; and I have much to regret that I cannot, consistently with a due regard to the public duties in which I am engaged, comply with it. The affairs of the Cherokee Nation have already sustained considerable interruption and embarrassment, by my temporary absence, and the adjournment of the court of Inquiry (expected to take place to-morrow) will leave me no proper excuse for remaining a moment longer out of the command. For the honor which you have conferred on me by your polite invitation, as well as the kind and flattering terms in which it is conveyed, please accept my warmest acknowledgments. The generosity which has induced you to bestow an anticipated confidence on my humble services, in the prosecution of the arduous and responsible duties devolved on me, will urge me by the highest impulses of my nature to merit and fulfil that confidence; and should I fail in effecting the great objects for which I have been sent here, I trust the good citizens of Knoxville will never have occasion to reproach me with the want of an honest zeal and untiring devotion to the interests of the service.

Please accept for yourselves, and the citizens of Knoxville, the high consideration of

Your obedient servant,

WM. LINDSAY, Col. U. S. A.

Com. A. C. Nat.

To Messrs. DAVID CAMPBELL, S. D. JACOBS, WM. LYON, Committee.

KNOXVILLE, Sept. 12, 1837.

SIR: Public duties having called you to our town, and for some days detained you here, and the period of your stay being about to terminate, the citizens of this place, desirous of manifesting to you their esteem for your private excellence, and their high estimation of your professional character, have instructed us to invite you to partake of a public dinner, at such time as may suit your convenience.

Long and honorable services in the army of the United States, in various difficult and embarrassing situations, have made you most favorably known to the public, and esteemed by the corps of which you are a member; and for some time past, services on our border have called you to the command of the citizen soldiers of East Tennessee, during which your conduct was such as to win their esteem and affection. Very respectfully,

DAVID CAMPBELL,  
S. D. JACOBS, } Committee.  
WM. LYON,

Major M. M. PAYNE,

KNOXVILLE, Sept. 13, 1837.

GENTLEMEN: I have had the pleasure to receive your note of yesterday, tendering, on the part of the citizens of Knoxville, as "a manifestation of esteem for my private and professional character," the honor of a public dinner.

I feel deeply, gentlemen, the distinction thus conferred by the citizens of this place, and my indebtedness for the kind and flattering terms in which you have conveyed to me their wishes; and did not official duties, rendered more pressing by a prolonged absence, demand my presence in a distant part of the country, it would afford me great gratification to avail myself of your generous invitation. I beg, therefore, gentlemen, to be permitted to decline this honor, and to offer to you, and through you to the citizens of Knoxville, my sincere acknowledgments and thanks.

I am, with great respect and consideration,

Your most obedient servant,  
M. M. PAYNE.

To Messrs. DAVID CAMPBELL, S. D. JACOBS, WM. LYON, Committee.

**U. S. ARMORY, AT SPRINGFIELD, MASSACHUSETTS.**—It is worth a long journey to Springfield, to see the United States Armory. It is interesting to witness the neatness and order which pervades throughout. About two hundred hands are now employed, and each one has a particular part only, of the whole business to perform. One finishes one part of a lock, another another part; one is cutting the screw to a ramrod, and another fixing a bayonet; and thus with every operation, from the rough iron and wood to the finished musket.

But the most interesting spectacle is the Arsenal, where the guns are stored after they are finished. The building is three stories high, and perhaps 70 or 80 feet long. (We merely guess at the length.) Each story is undivided, and the upper two, save a passage three or four feet wide all around, are completely filled with glittering muskets, bayonets reversed. They are placed in an erect position, compact, though not so much so as to interfere, and in two tiers, one above another. Each of these rooms contains 30,000 muskets. The whole scene appears more beautiful than warlike, and it hardly seems possible that an exhibition, which fills the mind with such pleasurable emotions, can be made up of the instruments of death.

A short distance south of the Arsenal, on a small stream, are what are called the 'Water shops,' which are connected with the armory. Here every operation which can be, is performed by water; the forging, boring, drilling, turning, &c. It is a great curiosity to witness the ease and facility with which a flat bar of iron is transformed into a burnished gun-barrel. The stubborn mettle is wrought out like wood.—*Hampshire Gazette.*

### SELECTED POETRY.

*From a late English Paper.*

#### THE SAILORS' "HOME, SWEET HOME."

Mid'st pleasures and pastimes ashore tho' we roam,  
Be it ever so stormy, there's no place like home;  
A charm from the skies seems to hallow us there,  
Which, seek thro' the world, is not met with elsewhere.

Home, home, deep blue home,  
There is no place like home, &c.

An exile ashore splendor, dazzles in vain,  
Oh! give me my lofty rigg'd vessel again;  
The crew shouting gaily that came at my call,  
Give me them with a roomy sea, dearer than all.

Home, home, &c.

When the blue waves of ocean are lash'd into foam,  
Oh! who'd not admire our star-spangl'd home;  
When the white roaring billows are washing her side,  
Then she ploughs thro' the wild waves as gay as a bride.

Home, home, &c.

Yes, as gay as a bride on her nuptial day,  
She cleaves thro' the seas on her watery way;  
For weeks, and for months, oh! who would not roam,  
Nor once sigh to leave the bold mariner's home.

Home, home, deep blue home,  
There's no place like home,  
There is no place like home.

The following whimsical Parody on BARRY CORNWALL's Popular Song, is copied from "Frazier's Magazine":

#### A PARODY—THE SEA.

The sea! the sea! Oh me! oh me!  
The pail—be quick! I quail!—I'm sick—  
I'm sick as I can be;  
I cannot sit, I cannot stand,  
I prithee, steward, lend a hand,  
To the cabin I'll go—to my berth will I hie,  
And like a cradled infant lie.  
I'm on the sea—I'm on the sea!  
I am where I would never be;  
With the smoke above and the steam below,  
And sickness wheresoe'er I go;  
If a storm should come, no matter, I wot;  
To the bottom I'd go as soon as not.

I love, oh! how I love to ride  
In a neat post-chaise, with a couple of bays,  
And a pretty girl by my side;  
But, oh! to swing amidst fire and foam,  
And be steamed like a mealed potatoe at home;  
And to feel that no soul cares more for your woe  
Than the paddles that clatter as onward they go.  
The ocean's wave I ne'er moved o'er,  
But I loved my donkey more and more,  
And homeward flew to her bony back,  
Like a truant boy, or a madman's sack;  
And a mother she was, and is, to me;  
For I was—an ass—to go to sea!

The fields were green, and blue the morn,  
And still as a mouse the little house  
Where I—where I was born;  
And my father whistled, my mother smiled,  
While my donkey bray'd in accents mild;  
Nor ever was heard such an outcry of joy  
As welcomed to life the beautiful boy!  
I have lived, since then, in calm and strife,  
With my peaceful donkey and tempestuous wife;  
With a spur for the one, and a whip for the other,  
Yet ne'er have wish'd to change with another;  
And a proverb of old will apply well to me—  
"Who is born to be hang'd will not die on the sea!"

## WASHINGTON CITY;

THURSDAY, ..... OCTOBER 12, 1837.

**To Correspondents.**—An apology is due for omitting to acknowledge, at the time, the receipt of sundry communications, and the disposal made of them. It is now tendered, partly by stating that pressing duties and indisposition prevented earlier attention, and partly by inserting the articles themselves.

The writer who furnished an extract of a letter respecting "Shay's Rebellion," should have accompanied it with some account of its origin and suppression. We think, however, he is mistaken in saying "that few at this day ever read or heard of Shay's Rebellion." We apprehend that very many of the present generation have both read and heard of it. We should be glad to publish the extract, if the writer will furnish a short account of its rise, progress, and termination.

The "Last Council," and "Lines to Mrs. Capt. E." are respectfully declined.

**THE ARMY.**—Our correspondent, who writes upon this subject, we do not believe is governed by a spirit of captiousness or fault-finding. That a general feeling of dissatisfaction prevails in the army is too apparent to have escaped the notice of the most indifferent observer; and the consequences may be traced to the present reduced number of commissioned officers—there not being at this time a single brevet second lieutenant (except in the corps of engineers) where, three years ago, there were from fifty to sixty. The error lies, we think, not in the Executive but in the Legislative branch of the Government. The increase of the army, more especially some of the staff departments, has been repeatedly urged upon Congress, but all efforts to obtain legislation have been fruitless. The attainments of the officers have been so frequently put in requisition, in the various projects of internal improvement, that the demand has exceeded the supply, or the ability of the service to meet the calls upon it. The engineer, topographical, and ordnance corps, are entirely too limited to superintend the public works, without taking into account the numerous private joint stock companies which require such aid as our officers are so well qualified to render. The policy of the Government for a few years past, of removing all the Indian tribes to the west of the Mississippi, has abstracted many army officers, who have been appointed disbursing and emigrating agents. The withdrawing of so many from their strictly military duties, has imposed upon the remainder more onerous labors, and a larger share than would have fallen to their lot under ordinary circumstances. Hence, one of the leading causes of the dissatisfaction that has existed. Whether those causes shall be removed, by an increase of the permanent force, to meet the probable exigencies of the times, depends upon the pleasure of Congress; and we do not profess to be so much of the seer as to prophecy what that body may decide to be the proper military establishment of the country.

The order abolishing Sunday inspections in the army was very generally disapproved by the officers, and elicited some discussion at the time it was issued. A writer in the New York American has revived the subject; his communication may be found in another column, omitting one paragraph, which is not essential to the argument in the case. We believe that writers for the public press would effect much more, if they would confine their remarks to the merits of the subject under discussion, and divest them of those personalities which serve only to irritate, but do not convince. A sound cause needs neither violence nor asperity.

Commodore CHARLES STEWART has been appointed to take charge of the U. S. ship of the line Pennsylvania from Philadelphia to Norfolk. It is altogether uncertain when she will be ready to proceed, but it must be before the close of the navigation, or the approach of tempestuous weather. We have not understood whether the Pennsylvania is to be fitted for sea at an early day, although there is little doubt that the popular will would sanction her immediate equipment.

No naval orders, except assigning a few officers to the Columbia and John Adams, have been issued during the past week. As soon as the complements of those vessels are filled up, we shall publish the list.

ISAAC I. DOUGHTY, of New York, has been appointed a Second Lieutenant in the Marine Corps, from the 26th Sept., 1837, *vice* John T. Sprague, resigned.

We shall pay our respects to the writer in the Charleston Courier next week.

*Correspondence of the Army and Navy Chronicle.*

"PENSACOLA, Sept. 11th, 1837.

"On the 24th July last, a Naval General Court Martial assembled on board the U. S. frigate Constellation, lying in this harbor, by order of the Secretary of the Navy, for the trial of Assistant Surgeon Wm. W. Valk, on charges preferred against him by Purser McKean Buchanan; and also for the trial of said McKean Buchanan, on a charge preferred by Assistant Surgeon Vaik. The Court was composed of the following officers, viz :

Commander M. P. Mix, *President.*

Lieuts. James P. Wilson, H. A. Adams, T. J. Leib, S. Johnston, N. M. Howison, S. E. Munn, *Members.*  
Thos. M. Blount, Esq., *Judge Advocate.*

"In the case of Assistant Surgeon Valk, the Court, after hearing all the testimony, came to the following decision : that he was guilty of quarrelling with, sending a challenge to, and assaulting, Purser Buchanan, and that his sentence be a private reprimand from the Secretary of the Navy. The other charges were not proved!

"Purser Buchanan was tried by the same Court, on one charge, viz : 'Conduct disgraceful and unbecoming an officer and a gentleman,' and was found guilty of the charge, and sentenced to be publicly reprimanded by the Secretary of the Navy."

On Friday last, in the House of Representatives, the Resolution of Mr. Wise to appoint a Select Committee to inquire into the causes of the extraordinary delays and failures, and the enormous expenditures which have attended the prosecution of the war against the Indians in Florida; coming up again in order, Mr. Wise produced and read the following letters in proof of his allegation that fraud and corruption had attended this war.

STEUBENVILLE, OHIO, October 1, 1837.

DEAR SIR : The enclosed letters will sufficiently explain their object, without the addition of many remarks of my own.

On my arrival at Wheeling, a few days ago, on duty, I was informed of a gross instance of peculation said to have been committed in Florida by an agent in the employ of the United States, and I immediately addressed a letter to the gentleman who was said to have witnessed the fraud, a copy of which is herewith enclosed, marked A. You will perceive that, (having implicit confidence in the integrity of the officers of the army,) I expressed the opinion in advance that the fraud was "committed by a citizen," and not by "an officer of the army." It is with honest pride I mention the fact, that I was not mistaken in my conjecture, as there is no individual in the army of the name of Skinner. I will now venture the further prediction, that, whenever you ferret out the rats, you will find them to belong to the "sovereign People," and not to our much abused little army.

The individual (Skinner) above alluded to, I understand, was, at the time, a citizen of Irwinton, Alabama.

In one particular, however, my information was incorrect, as it was stated to have occurred in Florida, and you will perceive by Mr. Smith's answer (marked B,) that it took place at Fort Mitchell, Alabama. I do not start this new game with any expectation or wish of diverting you from the chase in Florida, but simply to show you that the late Creek war is equally worthy of notice.

We, my dear sir, are no politicians. We obey the orders of our superior, and endeavour to do our duty, leaving the strife of party to those whose constitutional right is to select our rulers. The only boon we ask is to have rigid justice meted out to us. If the army has not met the expectations of the country, and has failed in the Florida war, it should be borne in mind that fifteen thousand "citizen soldiers" have failed also. If "three major generals of the army" have been unsuccessful, it should not be forgotten that the Governor of Florida, having the public treasury at his command, and a whole summer to make his preparations, was likewise unsuccessful. If the "American arms have been disgraced," as has been so often asserted on the floor of Congress and in the public papers, I thank my God that I did not (although I served in three campaigns) witness the humiliating spectacle. With but one exception, wherever the Indians were seen, they were charged and driven until they were lost in swamps and hammocks. If we could not pursue them further and catch them, it was because the God of Nature did not endow us with the fleetness of the savage, and the scenting faculties of the bloodhound. If the army is inefficient, there must be *some reason* for it, as every effect has a cause. But on this head I have not time to dwell, although many reflections are present to my mind. One remark, however, I will make, and I do it with the freedom of an old acquaintance ; if the country is dissatisfied with the army, in God's name let it be disbanded ; for I would rather be a humble practitioner of the humblest hamlet, than to see the army insulted by the taunts and stale jibes of every newspaper witling.

In conclusion, I must distinctly disavow any and

every political motive in forwarding you this communication. My sole aim is to vindicate the character of the army, and to add my humble mite towards an investigation which, I hope and confidently believe, will place it once more "*rectus in curie.*" If such be the aim of your resolution, (and that it is, I shall be the last to doubt,) I say "God speed you." No man can be more anxious to see the abuses in the army ferreted out, and the correction applied, than myself. Further, you are at liberty to make whatever use of these papers you may think proper.

I am, &c.

[Signed by an Assistant Surgeon of the Army.]

[A.]

WHEELING, (Va.) Sept. 28, 1837.

SIR : I have learned, since my arrival at this place, that you witnessed, on a recent occasion in Florida, an instance of peculation on the part of a public agent, who had public funds in his possession, &c.

The fraud, if perpetrated by an officer of the United States Army, would form the basis of charges, which, if proven, would cause his name to be instantly stricken from the army roll, and consigned to merited infamy.

If, however, it should turn out that it was committed by a citizen instead of an officer of the army, as I am inclined to believe was the case, it is due to justice and to the army, that the truth should be known ; so that no part of the stain should attach to men who value their honor and reputation above all price, which they will neither compromit themselves, nor suffer any human being to trifle with. At any rate, let the truth be told, blast whom it may. I therefore respectfully request that you will furnish me with a full statement, (accompanied by a deposition,) of all the particulars of the transaction, the names of the parties, &c., the time and place where it occurred, and any other matter you may deem necessary for ferreting out the perpetrators, &c., to be used by me as I think may best subserve the ends of justice.

Very respectfully, &c.,

Your obedient servant,

[Signed as above.]

Mr. A. Y. SMITH, Philadelphia, Ohio county, Va.

[B.]

WHEELING, Sept. 30, 1837.

SIR : Your letter of the 28th instant came to hand this morning. In answer to your inquiries, I have to state that the transactions to which you allude occurred at Fort Mitchell, Alabama, and not in Florida, as you are informed. The particulars were substantially the following :

I arrived at Fort Mitchell on the steamboat Anna Calhoun, from Appalachicola, the boat having on board freight for the United States army ; the freight on which amounted to about one hundred dollars. When the amount of the charge was made known to Skinner, who was acting as Quartermaster for the United States, he (Skinner) told W. W. Crenshaw, clerk of said boat, to make the bill amount to five hundred dollars ; upon which Crenshaw replied, that if he (Skinner) would give him one hundred dollars he would do so ; to which Skinner immediately agreed, and Crenshaw made the bill amount to five hundred dollars, for which Skinner gave him one hundred dollars, and Crenshaw received the bill for five hundred dollars. This transaction occurred about the first of February, 1836, at Fort Mitchell, Alabama. [See note.]

This is a correct statement of the transaction, so far as observed by me, and as stated to me, after the transaction, by Crenshaw.

I am, dear sir, your most humble servant,

A. Y. SMITH.

OHIO COUNTY, Va., TO WIT :

Personally appeared before me, Justice of the Peace for the county aforesaid, A. Y. Smith, and ac-

cordingly took oath that the foregoing statement is correct and true to be best of my [his] knowledge and belief.

A. P. WOODS.

[NOTE, (by the writer of the two above letters.) I apprehend that Mr. Smith has inadvertently made a mistake in the year, as it was probably 1837, instead of 1836.]

#### ITEMS.

The steamboat Pawnee left Jefferson Barracks about the 27th ult., with the 1st U. S. regiment of Infantry, destined for Florida, via New Orleans.

The honorary degree of A. M. has been conferred by the Faculty of Princeton College, on W. H. C. Bartlett, Professor of Natural Philosophy; Dennis H. Mahan, Professor of Military and Civil Engineering; and Lieut. A. E. Church, acting Professor of Mathematics; all of the U. S. Military Academy, West Point.

Commander R. F. Stockton, of the navy, has succeeded in effecting a loan in London, of £150,000 sterling, for the Camden and Amboy Railroad Company.

William Bryant, late of the U. S. army, was admitted to the order of Deacon, in the Episcopal church, by Bishop Meade, at the Theological Seminary near Alexandria.

Ship Tuskina, from New York, bound to Tampa Bay, having U. S. troops on board, was spoken on the 1st inst. in lat.  $35^{\circ} 19'$ , long.  $75^{\circ}$ , five days out.

#### ARRIVALS AT WASHINGTON.

Oct. 3—Paymaster J. S. Lytle,	Mrs. Elliott's.
Paymaster A. D. Steuart,	Mrs. Steuart's.
5—Lieut. S. B. Dusenberry, 1st Arty.	Gadsby's.
Lieut. G. C. Thomas, 4th Arty.	Dr. Kearny's.
6—Lieut. J. L. Coburn, 3d Infy.	Mr. Coburn's.
7—Capt. D. S. Miles, 7th Infy.	
Major G. Dearborn, 2d Infy.	Fuller's.
Paymaster C. Mapes,	Mrs. Arguelles'.
Lieut. S. B. Thornton, 2d Drags.	Fuller's.
Lient. S. W. Moore, Adj't. 7th Infy.	do.
10—Capt. L. Thomas, 4th Infy.	Georgetown.
Ass't. Surgeon B. King,	Mrs. Peyton's.
Lieut. F. O. Wyse, 3d Arty.	Fuller's.

#### LETTERS ADVERTISED.

NORFOLK, Oct. 1.

NAVY.—Drs. E. W. Hopkins, J. S. Messersmith, J. R. Chandler, Wm. F. McLennahan; Purfers, G. R. Barry, F. G. McCauley, Purser of the Columbia; Capts. L. Twiggs, I. McKeever, T. T. Webb; Com. M. T. Woolsey, Col. Henderson, M. C.; Lieuts. Owen Burns, H. N. Page, J. M. Berrien, John W. Cox, E. B. Boutwell; P. Mid. R. E. Hooe; Mid. C. Benham, J. R. Tucker, Richard Allison; C. St. Geo. Noland.

Exploring Squadron.—Com. T. Ap C. Jones, Lieut. G. F. Emmons, Lieut. Samuel Lockwood, Mid. N. Barnes, Jr.

#### PASSENGERS.

CHARLESTON, Oct. , per steampacket Home, from New York, Lieuts. J. K. F. Mansfield and H. W. Benham, of the army.

Oct. 3, per schr. Oscar, from St. Augustine, Mrs. C. B. Chalmers, Lieut. T. L. C. Watkins, Marine Corps, and Lieut. S. H. Drum, of the army.

BALTIMORE, Oct. 5, per brig Gen. Marion, from Charleston, Dr. J. R. Chandler, of the navy.

NEW YORK, Oct. 5, per packet ship England, from Liverpool, Capt. R. F. Stockton, of the navy.

#### COMMUNICATIONS.

##### THE ARMY.

Some of the causes why the regular army has failed to accomplish what has been expected from it, briefly stated.

1. ESTABLISHMENT—RECRUITS FOR, ETC.—The army, small as is the establishment by law, has not been filled by men for many years. The consequence is, that when any portion of it is ordered to the field, or on active service, the first thing to be attended to is supplying it with recruits. These are necessarily drawn from the depot, (at the expense often of the remaining portions of the garrison,) where they are never kept long enough to be drilled and instructed in the first duties of a soldier, to say nothing of the company or battalion. Then it is evident these recruits, who, perhaps, have not often fired a gun, or aimed at a target—who have not performed a day's guard duty—who know nothing of the preservation of arms and accoutrements, or even the cooking of their rations—instead of rendering efficient service immediately, must be taught these duties, after having entered the field, by the old soldiers, often few in number. A company of fifty men, half of whom are new recruits, should not then be expected to perform the duties usually assigned to a company of fifty-five veterans, with as much credit to the service as the latter would. Again, these men, recently introduced and having never served together, do not, and cannot, possess that indispensable feeling, which is the great characteristic of the regular, and which makes him so superior to the militia-man under all circumstances—viz: *a reliance on each other's firmness and good help in time of great need.* For it has been very truly written, that “a soldier may appear well in the ranks, and pass through a field-day, after six weeks' instruction or re-instruction in a few movements, with credit to himself and commander, but nevertheless lack the real qualities of a soldier.” Also—“The feelings necessary for a soldier are not to be inculcated in a short time, and are alone the growth of habit; and, like experience, are only to be gained imperceptibly by time and opportunity.”

The reasons why the army has not been kept full are several:

1. *The term of enlistment* (three years) is too short. A man has scarcely learned the mode of making himself useful before he is discharged. To re-enlist, there is no inducement—no bounty paid for a second enlistment, or for a third or fourth; and when, admitting that he has, on the present terms, served three or four periods, he can no longer perform the active duties of a soldier, he is discharged without a pension—without the merest pittance to subsist on in old age! A man who works faithfully for fifteen or twenty years at a civil employment, may be able to lay up a competency for a wet day. Why should not the Government enable a soldier to do the same? Seeing such poor prospects ahead, he leaves the military profession, even should he have acquired a predilection for it, and his place is filled by a new comer.

2. *The absence of company officers*, on detached service, performing all other duties except their appropriate ones, does much to disgust the soldier, who finds that his rights are scarcely guarded, leaving his comforts out of the question. Knowing that he is to be commanded by ten or twelve different officers, in the course of as many months, and that they cannot take so great an interest in his welfare as is necessary, he will not enlist for a second time, but will leave the service in quest of some more comfortable situation.

3. *Requiring the soldier to perform duties not military*, but keeping him engaged throughout the year, in making hay, cutting wood, building store-houses, and driving teams, instead of drilling, (at any rate for a moderate portion of the time,) parading, and attending to the (sometimes fascinating) duties of a garrison. The making him a laborer, instead of a soldier,

induces him to desert—a practice entirely too frequent, and tends much to reduce the rank and file. It is somewhere very correctly stated, that “if the duties of a soldier are unnecessarily aggravated by the labor of the peasant, he will at last sink under the intolerable burden, or shake it off with indignation.” Nothing is more true; he will either become a mere drudge, and never wear his dress-coat with pride, or will desert his country’s standard.

**II. JEALOUSY AND DISCONTENT.**—Commanding officers, through a mistaken policy, require regulars to perform duty with volunteers and militia, (who, by the way, should never be allowed to leave a post, if used for military purposes at all,) giving to the former the road-cutting, the bridge-building, guard-duty, and store-escorting,—and to the latter all the glory—they can find. This course produces any but a good feeling on the part of the regulars—any thing but an *esprit du corps* in the army, without which any military man knows what must be its condition. If he does not, let him look at the *army of the United States* as it now exists.

**III. INVALID OFFICERS.**—Continued hard service in Florida has rendered many young and active officers unfit for service for the time being; but *previous* to the war in that quarter, there were too many in the unfortunate condition which unfitted them for active duty. The consequence of this is, that Majors command regiments, Captains and Lieutenants command battalions, and often *no one* is left (except non-commissioned officers) to command companies! Can troops, thus officered, be as effective as if the proper complement were present? Whom has the soldier to look up to? Whom the young lieutenant to receive instructions from? A remedy for this state of things may be easily given, but the object now in view is merely to state reasons, and not correctives, for the unhealthy condition of the army. The latter is left for wiser heads.

**IV. LAXITY OF DISCIPLINE.**—Orders latterly have been so numerous, and many of them so unreasonable and useless, that more than one half of them have not been attended to. The consequences of this is, that whenever a disagreeable one becomes really necessary, it is next to impossible to have it carried into effect. Why? Any officer affected by it, and who finds it convenient to disregard it, does so, knowing that twenty others have been derelict to the same degree, with impunity, and that the authorities *dare not* call him to account, the others having escaped. This practice has been carried to such an extent, that an officer serving in this territory (Florida) upon being ordered to Fort Gibson, went to Washington city, and was there indulged with a three months’ leave of absence! What will not an officer attempt, after being allowed to act thus in violation of all propriety, and of regulations. Again: there should be more stability in regulations and orders, so that those affected by them may know what to expect. An order is issued one day, and next day modified or countermanded entirely. Now, there must be a necessity for the order; for, if not, why issue it? If there is, why countermand it? The proper course is plain, and the injury which the army has suffered by its not being pursued, is too great not to call for an immediate change. To be continued—*perhaps*.      ††

#### THE LATE CADET J. M. S. BELL.

U. S. MILITARY ACADEMY,  
September 12, 1837.

Cadet JAMES M. S. BELL, of Indiana, having died whilst on a visit to his friends at Logansport, Indiana, the following resolutions were unanimously adopted at a meeting of his former classmates:

*Resolved*, That we have learned with deep regret the untimely death of our friend, associate, and classmate, Cadet J. M. S. BELL, of Indiana.

*Resolved*, That we sincerely condole with the relatives and friends of the deceased, at the calamity which

has deprived them of an affectionate relative, and us of a devoted and valued friend.

*Resolved*, That in testimony of our high respect for the many estimable qualities of our deceased comrade, we will, with the permission of his family, cause a monument to be erected to his memory, over his remains at Logansport, or at such other place as his friends may suggest.

*Resolved*, That Cadets G. Thomas E. Pain, and E. R. S. Canby, form a committee to address, in our behalf, a letter of condolence to his family.

*Resolved*, That the proceedings of this meeting be published in the Army and Navy Chronicle, and in the Logansport Herald and Telegraph.

G. A. DE RUSSY, President.

HENRY Y. BIDDLE, Sec’ty.

#### PROCEEDINGS OF CONGRESS, IN RELATION TO THE ARMY, NAVY, &c.

##### IN SENATE.

TUESDAY, OCT. 4.

The CHAIR presented a report from the War Department from the president of the board of officers appointed to examine certain new inventions in fire arms. Laid on the table, and ordered to be printed.

##### HOUSE OF REPRESENTATIVES.

WEDNESDAY, OCT. 4.

Mr. HOWARD, of Maryland, on leave, submitted the following resolution of inquiry, which was considered and adopted:

*Resolved*, That the President of the United States be requested to communicate to this House the proceedings of the Court of Inquiry, whereof Maj. Gen. Scott was president, and which convened on the 4th of Sept. 1837, at Knoxville, in Tennessee, pursuant to General Order No. 49, to examine into the transactions of Brigadier General Wool, and others under his command, in reference to his and their conduct in the Cherokee country.

The resolution submitted by Mr. PATTON on the 19th ult., relative to the recall of General Scott, &c., was taken up and agreed to.

THURSDAY, OCT. 5.

Mr. HAYNES submitted a motion to reconsider the following resolution, which motion was entered and lies over:

*Resolved*, That the Secretary of the Navy be requested to communicate to this House the cause of the detention of the sailing of the Exploring Squadron, together with the correspondence between the Department and the commander, and other officers or persons who are now, or have been at any time, attached to that service; and also report what amount of the appropriation made by Congress for that purpose, has been expended, and whether an additional sum will not be required, within a short period, to carry on the expedition.

FRIDAY, OCT. 6.

Mr. HAYNES withdrew his pending motion to reconsider the resolution making inquiries relating to the Exploring Expedition.

The resolution of Mr. WISE, relative to the failures, &c. of the Florida war, being under consideration, a debate ensued, in the course of which Mr. WISE read certain letters, as evidence of the fraud and corruption attending the war, (and which will be found in another column of this paper;) the debate was cut off by the orders of the day.

SATURDAY, OCT. 7.

Mr. WISE’s resolution was again under consideration, and the debate thereon again arrested by the orders of the day.

MONDAY, OCT. 9.

On motion of Mr. HOWARD, it was

*Resolved*, That the Secretary of War be directed to cause to be compiled an abstract of the several pension laws now in force for invalid, revolutionary, and other pensioners, together with the constructions which have been placed upon such laws by the War Department, or Attorney General; and the forms necessary to be followed by the applicants for pensions under the several laws, and report the same to the next session of Congress.

## DOMESTIC INTELLIGENCE.

## SEMINOLE WAR.

The following letter from a correspondent of the Baltimore American at Tampa Bay, although not of the latest date, contains information of interest:

"**TAMPA BAY, Sept. 11, 1837.**—Major General Jesup and staff left here to-day in the steamer Hyperion for Fort White, on the Santa Fee river, (a branch of the Suwannee) a post recently established, eighteen miles from Newnansville. His recent tour in that quarter has been attended with great benefit to that frontier, and it enables him to carry on his future operations with much greater facility than in the last campaign in that region. The General will occupy Charlotte's Harbor speedily, as an important post for operations between this and the lower part of the peninsula. He will also have several other important points occupied as depots.

"The requisitions made by the Major General on the several States, will, with the regular troops and Western Indians, comprise a field force of at least ten thousand men, and enable him to put an end to the war in the ensuing campaign. He is indefatigable in his exertions, and if he is not fully prepared to commence operations in the ensuing month of October, it will not be his fault. He has expressed to me the opinion that the Seminoles would not come in without a severe chastisement. His health has not been so good as at present for many years.

"The steamer Tomochichi left here to-day for Mobile, with the remainder of the friendly Creeks, (who came here a year since under the command of the lamented Lane) for Pass Christian near New Orleans.

"By general orders from Major Gen. J., of this date, I have reason to believe that the Marine Corps now here will be continued under the command of Captain William Dulany, should it remain to go through the next campaign; of which I think there is no doubt, from its efficiency and the high estimation in which it is held by the Major General. Capt. D. is the only officer here who came out originally in the command of a company, and this command he has held during the two last campaigns. His junior officers are Lieut. Caldwell, Acting Adj't., and Lieuts. Young and Watson. Lieut. Territt, with twelve marines, is detached and has in charge the Seminole prisoners, at Fort Pike. Major Zantzinger, with a company of artillery, has been detailed to relieve Lieut. T., and the latter with his detachment is ordered to join the corps at this post forthwith."

**FORT Micanopy, Sept. 20, 1837.**—An express, direct from Tampa Bay, brings the intelligence of Jno. Hicks and 10 of his band, having gone to that post and surrendered themselves as prisoners. He was the master spirit among the Mickasukeys, and his defection may influence others. As the three principal actors in the bloody tragedy (Philip, Uchee Billy, and Jno. Hicks,) are now in our power, I shall not be surprised to see the whole tribe surrender at discretion.

St. Augustine dates to the 1st inst. have been received, from which we learn Gen. Hernandez, with 240 men, had just returned from Tomoka, having taken nine negroes, and brought in four Indian chiefs under a flag of truce to confer with the captive chief Philip as to future proceedings. An express had also arrived from Fort King, stating that the Indians to the number of 300, who had assembled in that neighborhood, had disappeared very suddenly, without any assignable cause. Two express, which were due at Fort King from Tampa Bay, it was feared had been cut off.

A letter dated the 20th inst., from our correspondent at Hopkinsville, and which we are unable to give to-day, states that Col. Twiggs, of the 2d Regiment of Dragoons, is confined by dangerous illness at that place, and his physicians consider his case doubtful.—*St. Louis Republican, Sept. 28.*

**CHARLESTON, Oct. 4.**—The schooner *Oscar*, Capt. Buckingham, arrived here yesterday morning from St. Augustine.

The following is the only intelligence we have received from the Seat of War:

Extract of a letter, dated ST. AUGUSTINE, September 27.

"Gen. Hernandez, with about 240 men, have just returned from Tomoka; they brought in Philip's son, Wild Cat, and three other Mickasukie Chiefs, under a flag of truce, to confer with Philip as to their future proceedings. It is thought Philip will command his son to bring in as many of his people as he can get. While Gen. H. was out they took 9 negroes, the property of Col. Depeyster, and brought them in.

Herald Office,  
ST. AUGUSTINE, Oct. 1. }

**LATEST FROM FORT KING.**—An express arrived in this city last evening from Fort King, by which we learn that all the Indians who had assembled in that neighborhood some time since, had suddenly disappeared. They were in number about 300. We have heard no cause assigned for this movement on their part.

We also learn that two express were due at Fort King from Tampa Bay, and fears were entertained that they had been cut off.

*From the St. Augustine Herald, Sept. 21.*

General Hernandez, with a detachment of troops, marched from Bulowville yesterday. Some days since Tomoka John, one of the Indians recently taken, was despatched with a message from "King Philip" to his family, desiring them to come in. To-day was appointed for them to be at Bulowville. Philip confidently expects that they will come in.

John Thomas,\* the last of the survivors of the fated band of the gallant Major Dade, died this morning at the U. S. Hospital in this city, from diseases caused by the wounds received in that melancholy encounter.

Major General Jesup and suite have arrived in this city from Black Creek, via Picolata and Fort Peyton, and taken rooms in the City Hotel.

\* Ransom Clark was the name of the only survivor of Dade's massacre; his death has never yet been announced.—*Ed. A. & N. C.*

**WAR ON THE MISSOURI FRONTIER.**—The St. Louis Republican, of the 30th September, says: We have conversed with a gentleman just arrived in the city from Independence, Jackson county, Missouri. We learn from him, that great excitement was prevailing amongst the citizens of that quarter, who were expecting an attack from the Osage Indians. They had sent several threatening messages to the frontier inhabitants, and had already committed some depredations on their property; having stolen several hogs and cattle, and reports say some negroes.

Application had been made to the Governor for troops, and instructions had been issued by the Secretary of State, (the Governor being absent at the time the application was made,) to General Lucas, to raise instantly six hundred men from his division, which, we believe, consists of Jackson, La Fayette, and Van Buren Counties.

We are also informed that General Atkinson had an interview with the Governor on this subject, and it is probable that the condition of affairs in that quarter will require the immediate personal attention of himself or General Gaines. The Osages say they can bring one thousand warriors into the field, and that they have no fear of the consequences of the war. Our informant had not learnt the particular grievance of which they complain.

**GENERAL SCOTT.**—We understand that General Scott addressed a letter on the 26th September, to the Secretary of War, respectfully claiming the immediate direction of the Florida war. He rests his claim upon the grounds, that the theatre of operations constitutes a part of the geographical division of which he is the commander; that nearly all the troops of the division are ordered to Florida; and that he is the senior in rank to the officer who is at present commanding the troops in that quarter.

We have not understood what, or whether any, reply has been made to this application.

The Virginia Delegation being apprized of his application, were making, without any agency of his, a strong, but respectful appeal in behalf of this most reasonable request.

We should have hoped that there could be no difficulty in granting it. Gen. Scott ranks pre-eminently high in the confidence of the country and of the army; and we should presume, that in other respects, his claims are superior to those of any other officer. The Secretary of War is well acquainted with the merits of Gen. Scott, and we should hope, that he will be willing to assign him so important a command—in which all his heart and all his energies will be powerfully enlisted.—*Richmond Enquirer.*

We learn, from the National Intelligencer, that the Secretary of War has refused the command of the Army in Florida to Gen. SCOTT.

**PENSACOLA, Sept. 20.**—We learn that Gen. Jesup has lately sent a request to Com. Dallas for some officers and boats to be supplied from the squadron, to aid in his operations against the Seminoles during the approaching campaign.—*Gazette.*

We learn that the vessels of the Squadron are ordered to be ready for sea by the first of next month.  
—*Ibid., Sept. 23.*

**INTEMPERANCE.**—At a recent meeting at St. Louis, nine gentlemen, among the number Major General GAINES, pledged themselves to raise one thousand dollars, to procure a public lecturer on intemperance. A committee was also appointed to wait on the captains and owners of steamboats, in order to get them to discontinue the bars on the boats.

**EXPLORING SQUADRON.**—We learn that several pilots from New York arrived here yesterday for the purpose of taking to that port the U. S. ships Macedonian, Capt. Armstrong; Relief, (store ship) Lieut. Com. Dornin, and brigs Pioneer, Lieut. Com. Newman, and Consort, Lieut. Com. Glynn.—*Norfolk Beacon, Oct. 6.*

**NORFOLK, Oct. 4.**—Com. JONES and Lt. Com. GLYNN, of the Exploring Squadron, arrived here yesterday, in the Columbia, from Washington. We understand that the squadron will probably sail on Sunday next for New York.

Commodore GEORGE C. READ, appointed to the command of the frigate Columbia, fitting out at the Navy Yard, also arrived here yesterday in the steamboat Pocahontas, from Baltimore.

**MILITARY.**—A detachment of U. S. Marines, under command of Capt. MACOMBER, recently returned from Florida, left Fortress Monroe on Sunday last, in the steamboat Columbia, for Washington; and a detachment of U. S. troops, destined for Florida, left the same port on Monday afternoon, in the U. S. steamboat Poinsett, for Charleston.—*Beacon.*

**GEN. WOOL.**—The Court of Inquiry assembled at Knoxville, Tenn., for the purpose of investigating certain charges against Brigadier General Wool, of the United States Army, has terminated its labors, and has undoubtedly exonerated that gallant and most meritorious officer from all blame. A purer man or

better soldier than Gen. Wool, we take it, does not hold a commission in the service of his country; and that he has been most honorably acquitted by the Court, we feel quite certain, not only from a knowledge of his own character, but the character of the officers called to pass upon his conduct. By the way, it would gratify us very much to be informed as to what the charges against Gen. W. were. We have never been able to ascertain them with any distinctness, and we question whether he knew himself what military offence he had committed until he reached Knoxville. Indeed, we have been told by one of his friends that this was actually the case. It would be out of keeping, however, for any general officer connected with the Southern Indian War, to escape a Court of Inquiry.—*New York Gazette.*

**COMMODORE ELLIOTT.**—The return of this officer from the Mediterranean will, we presume, be followed by a strict inquiry as to his conduct as Commander of the squadron now in that sea. Letters received in this city state some extraordinary transactions which occurred at Port Mahon, in April last, of a character which must place Commodore Elliott in a most unenviable light before the American public, whenever they shall be fully exposed. A story is told of a gross indignity offered to a meritorious and excellent officer, a lieutenant in the American navy, on a race ground, in the presence of a large concourse of strangers, among them the officers of the British ship of the line Rodney; of shaking his cane over this officer's head, without the slightest cause, and then ordering him on board his ship, and suspending him from duty. The officer wrote a letter to the Secretary of the Navy, preferring charges against the Commodore for this outrage, which the rules of the service required to be transmitted through his commanding officer; and Commodore Elliott made this letter the basis of accusation against the officer himself! Charges were preferred against the officer, and a court martial was called on board the frigate United States, of which Captain Wilkinson was presiding officer. The court, after hearing Captain Elliott, the defence, and the witnesses, among whom were the officers of the British ship, unanimously and honorably acquitted the American lieutenant. Commodore Elliott then preferred another set of charges, founded upon the language used by the lieutenant in his written defence before the court martial! Another court martial was held, and the same result followed, an honorable and unanimous acquittal. Such are the facts, which it is due to the public should be known; comment is unnecessary.—*Wilmington (Del.) Journal.*

We observe, by the Philadelphia papers, that Lieutenant T. D. Shaw, and Lieut. Pendergrast, of the navy, who have quartered in our borough during the past summer, have received sailing orders, and are to go upon the U. S. frigate Columbia, Com. Read, for the East Indies. These gentlemen have already left our place for Norfolk, Va., where they are to embark. During the residence of these gentlemen amongst us they have won much upon the respect of our citizens generally, and with such officers, we are confident the trip of Com. Read can hardly fail of being a pleasant one. Lieut. Shaw has promised in the mean time to remember us often while at sea; and we anticipate, hereafter, to be able to interest our readers with sketches from India from his pen, which will be worth reading.—*Erie Observer.*

[We hope that, while remembering new friends, Lieut. S. will not forget his old ones.—*Ed. A. & N. C.*]

The United States brig Porpoise, Lieut. Com. Wilkes, arrived at this port last evening, from a cruise, surveying St. George's Shoal. We learn that the survey is completed in the most thorough and

scientific manner. A chart will probably soon be published containing the depth and quality of the soundings on the bank and shoal, the rise and fall of the tides, the various currents, &c., which must prove of the greatest service to the navigator.—*Boston Mer. Journal.*

*From the New York American.*  
THE ARMY.

WEST POINT, N. Y., Oct. 2, 1837.

Among all the experiments of the late administration, none was more uncalled for, or more obviously of evil tendency, than the experiment of Gov. Cass, on the subject of Sunday inspections. As every one knows, it is the custom at our military posts to have an inspection on Sunday. The troops were made to appear under arms, and their accoutrements, quarters, kitchens, &c., were required to be especially neat and orderly on that day. This custom was of acknowledged utility; and the idea that it was either immoral or irreligious in its tendency, never occurred to any one acquainted with the military profession. On the contrary, the custom was not only known to be good by the experience of our own country, but also by that of England, and the continental nations of Europe, where it had been sanctioned by the experience of ages. Indeed, there was not a Christian nation on the face of the earth in which the custom did not prevail. \* \* \* \* \*

It was at this time that the custom of inspecting the troops on Sunday was abolished by order of the Secretary of War. And for no other reason that has ever been conceived, except that certain old women, living in remote country villages, where the "pomp and circumstance of war" were but little understood, supposed it sinful to have a *trainin* on Sunday. It is not surprising that people who see nothing of military affairs but the actual turmoil and confusion produced two or three times a year by a militia muster, should think parades and inspections improper on Sunday. But it is surprising that a man like Governor Cass, who has been an officer of the army himself, and who knows the good effect of these inspections, should yield to the prejudices of a few ignorant and inconsiderate people, in a matter of such importance. If the honest matron, who washes and dresses her children with especial care on Sunday, and feels a sort of religious satisfaction in seeing her household in good order on that day, could be made to understand that the officer does what to him is the same thing when he inspects his garrison, she would be very far from wishing to interfere with Sunday inspections. Every officer and every citizen who has had an opportunity of observing the conduct of troops, knows that under the old system, which still exists in every country but our own, Sunday was distinguished above all other days for the good order and sobriety of the men. Every soldier knew, that on that day his person, accoutrements, quarters, &c., would be inspected with especial care; and he was prepared accordingly. Whereas, under the present system in our own country, the soldier knows beforehand that he will be especially free from inspection on Sunday; and he accordingly prepares for any indulgence or dissipation that may happen to please his fancy. It requires but little knowledge of human nature to trace the results of such a change. And the officers of the army, and others connected with the service, have long since learned by sad experience to estimate the folly and wickedness of the act. No apology can be made for Governor Cass in this matter. Having been an officer of the army, he was aware of the influence of Sunday inspections in maintaining good order and correct deportment among the men. He was aware, moreover, that military habits cannot be preserved without inculcating in the mind of the soldier the idea, that he is at all times liable to be called upon for the performance of his duties, and that his profession, which, like that of the physician,

is rendered necessary by the infirmities of human nature, is incapable of having its duties suspended by any fixed and periodical arrangement. I hope our present Secretary of War will be induced to restore the ancient order of things. And I am sure he will do so as soon as he has been long enough in office to discover the tendency of the present system. Mr. Poinsett has certainly too much knowledge of human nature to suppose that either the cause of morality or religion will be benefitted by leaving our soldiers and sailors in idleness on Sunday. Even the good ladies of the interior, according to whose rustic notions the sound of a drum is necessarily wicked on Sunday, would be satisfied, if they could ever visit our military posts, that some occupation is necessary to the soldier at all times, and that none is so little productive of excitement, and so harmless in every respect as that to which he is daily accustomed. People who are unacquainted with military life should be cautious in their attempts to reform its rules and customs. They should consider that the circumstances by which they are themselves surrounded are entirely different from those which influence the soldier. They have fixed residences and settled occupations. They have about them their relatives and friends. They have churches, books, and various other resources from which they can obtain food for their minds or gratification to their feelings. Whereas, the soldier is a wanderer in the land; and even his settled occupation is as unsettled as the varied operations and fortunes of war can make it. He is separated from his relations, and perhaps from his friends. He is in the crowded city, exposed to the allurements of vice, or in the lonely desert, where not a book, church, or village, can be found to furnish occupation to his mind or feelings. In addition to this, the common soldier is generally a man of little education, who has few resources within himself. What then can be expected but that idleness will lead him to irregularity of conduct? The experience of all nations has settled that point. Large masses of men, collected together for military purposes, relieved from the restraints which act upon ordinary men, and exposed to new and uncommon temptations, can only be kept in order by severe discipline and constant occupation.

HABITATOR MONTIUM.

LINE-OF BATTLE SHIP OHIO.—This noble ship, which has been recently fitted out at our navy yard, under the direction of Commodore Ridgely, anchored yesterday morning in the North River, off the Battery, where she will remain a few days previous to sailing for Boston, under the command of Captain Lawrence Kearny. The ship, though launched 17 years ago, has never been rigged or fitted out till now; she has undergone a thorough overhauling from the water's edge up, but owing to the want of a dry dock at this station, it has become necessary to send her to Boston to be docked, to have such part of her bottom and keel repaired as could not be reached while afloat.

The Ohio was built by the late Henry Eckford, of this city, in 1820, and is acknowledged by all to be one of the most perfect models that ever floated. Several attempts were made to interfere with her construction while on the stocks, but Mr. Eckford firmly resisted, saying, "If I build the ship at all it must be on my own plan, and I am willing to risk my professional reputation on the result." This result is, that she is decidedly the finest looking line-of-battle ship in our navy; and from the beauty of her model, we hazard little in advancing the opinion that her qualities at sea will in every respect equal her appearance. Great praise is due to Commodore Ridgely, and the officers of the navy yard, for the superior manner in which she has been fitted out. In her rigging neatness and strength seem carefully combined, and in her internal arrangements every attention has been paid both to her efficiency as a ship of war, and to the comfort of the officers and crew.

The following is a list of the officers now on board of her:

*Captain*—Lawrence Kearny.

*Lieutenants*—William L. Hudson, Wm. L. Howard, John Marshall, Theodore Baily, Jr., John S. Missroom.

*Acting Master*—Thomas M. Brasher.

*Passed Midshipmen*—Enoch G. Parrot, Wm. B. Renshaw.

*Midshipmen*—Thomas W. Cumming, William A. Wayne, Matthias Marine, George Wickam, Cornelius Vanalstine.

*Master's Mate*—Robert Nichols.

*Boatswain*—John Smith.

*Carpenter*—William L. Shuttleworth.—*New York American*.

**SUDDEN DEATH.**—Dr. William Turner, an eminent Surgeon and Physician of this town, while in apparent health, suddenly expired, while in attendance at the bedside of a patient, on Tuesday evening last. Dr. Turner commenced practice in this town at an early age, and had established a reputation for skill in his profession that few attain. He held, at the time of his death, and for many years, the office of Post Surgeon in the U. S. Army.—*Newport Mercury*.

**To SHIP MASTERS.**—The following Spar Buoys have been placed in the harbor of New York, in pursuance of the act of Congress, and under the personal superintendence of Lieut. Thomas R. Gedney, U. S. N.

The buoys to mark out Gedney's Channel to the northward and eastward of Romer, are ten in number, and with the following distinguishing marks. Those on the larboard hand coming in, are *black* and *white*, in horizontal stripes; those on the starboard hand, *red* and *black*.

The 1st buoy on the larboard hand coming

in	in		25	feet	water.
2d do.	do.	do.	19	"	"
3d do.	do.	do.	24	"	"
4th do.	do.	do.	24	"	"
5th do.	do.	do.	24	"	"

The first buoy on the starboard hand coming in, is in

2d do.	do.	do.	19	"	"
3d do.	do.	do.	24	"	"
4th do.	do.	do.	24	"	"
5th do.	do.	do.	24	"	"

The above named buoys are placed in the shoalest water in the channel, and on the edge of the banks which form the channel, and in no case must a vessel stretch beyond the buoys on either side.

There is a true tide setting through the channel; the time of high water the same as at the Hook, viz. full and change 7h. 35m.

The course in, after entering the channel, is W. N. W. by compass, until the Hook and High Land Lights are in range; keep these in range and run up for the Narrows, which will carry you clear of every thing.

To the northward of the Black buoy of the Bar, the following spar buoys have been placed; those on the larboard hand coming in, are *black*, with white tops; and those on the starboard hand, *white*, with black tops.

The 1st buoy on the larboard hand is in 31 feet water.

2d do.	do.	do.	24	"	"
1st do.	starboard	do.	30	"	"
2d do.	do.	do.	24	"	"

The flood tide sets first half, N. W., last half, S. W. All the above depths are at low water.

The spar buoys at the entrance will be changed in the spring; and can buoys, with the same marks, will be put down.

SAM'L SWARTWOUT, Collector.

#### FOREIGN INTELLIGENCE.

**FRONTIERS OF SERVIA,** Aug. 16.—We learn, by authentic accounts from Constantinople, that the Capitan Pacha, who lately sailed for the Mediterranean with a squadron of fourteen sail, had secret instructions, which he was not to open till he was

within sight of Candra. It is thought that they ordered him to go to Tunis, and to take the necessary measures that the Porte may have on the African coast a secure and tenable position against all contingencies, either now or in the sequel. The number of troops that the Capitan Pacha has with him gives reason to believe that this statement is correct, and the Porte considers it as highly important to assume an imposing attitude at Tunis. Letters from Constantinople state that the many English emissaries, who for some time past have gone to the Circassians to excite them against Russia, have not met with the sympathy which they expected, and now say that an English officer, who endeavored to deceive the Circassian tribes by all kinds of illusive representations, had only saved his life by timely flight. It is, therefore, thought in Constantinople that the hatred which is said to exist between the Russians and the Circassians does not exist; that the latter may in general have an aversion to strangers; but that they would sooner amalgamate with the Russians than with other nations.

The movements of the Turkish squadron under the Capitan Pacha appear to attract much attention in France. The *Courier Francais* and *Le Temps* contain respectively on the subject interesting articles, from which it would appear that the squadron in question is closely watched by the French Government.

Our Paris letter of Wednesday states, on the best authority, that "a Council of Ministers was held on Tuesday, at which the Duke of Orleans, who had been sent for to the camp of Compiegne, was present. *The expedition against Constantine was resolved upon* in that Council, and on Wednesday morning the Duke returned to Compiegne."

An article published in the *Courrier Francais*, dated Toulon, 19th inst., shows that a rather important naval movement was in contemplation by the French Government. A telegraphic order was received on the 18th inst., to recall the squadron of Admiral Gallois, should it have sailed, and to confine to their vessels the crews of the ships of which it was composed, so that they might be ready to put to sea at a moment's notice. The Trident, ship of the line, was ordered at the same time to be kept in readiness to sail immediately. The squadron of Admiral Gallois, consisting of Jupiter, Santi Petri, and Trident, did, in fact, sail on the 19th, taking a westerly course, but whither bound remained a secret. It was inferred, however, from the departure of the Styx steamer, avowedly for Bona, and of the Ramier for Algiers, that Africa was not the destination of the squadron in question.

**NARROW ESCAPE OF THE EMPEROR NICHOLAS.**—Extract of a letter from St. Petersburg, of the 9th Aug.—"The Emperor was present a few days ago at some practices of the artillery, in exploding mines from a great distance, the ignition being produced by means of galvanism. Two bridges were blown up; but in acting upon the second, the experiment had been very nearly fatal to the Emperor. The charge was either two powerful, or a false calculation of the distance was made. The force of the explosion was so great, that an immense beam, and several other large fragments, fell several yards behind the spot where his Majesty was stationed. He did not show the slightest emotion, and desired that neither the inventor of the process, nor the officer who had the direction of the experiment, should be subjected to any reprimand. Having, however, afterward learned that a gunner had been mortally wounded, his Majesty ordered the officer to be put under arrest, but the next morning he was set at liberty."

## ARMY.

## OFFICIAL.

## SPECIAL ORDERS.

No. 79, Oct. 4.—Sick leave to Lieut. D. E. Hale, 1st Arty., until Oct. 31, and to Lieut. W. Hoffman, 6th Infy. until Nov. 30; both to report, at the expiration, to the commanding officer at Fort Hamilton.

Lieut. J. B. Scott, 4th Arty. assumed command of the Champlain Arsenal, Sept. 27, 1837.

1st Lieut. J. F. Lee, 1st Arty. ordered to take command of the Depot in the harbor of New York, October 6, 1837.

## RESIGNATIONS.

William Gordon, Captain 2d Dragoons,	Sept. 26.
Joseph R. Auderson, Bvt. 2d Lieut. Engrs.	Sept. 30.
Jonathan L. Bean, Captain 2d Dragoons,	Oct. 1.
Stinson H. Anderson, Captain 2d Dragoons,	Oct. 1.
Thomas F. Smith, Captain 1st Infy. and Bvt. Maj.	Oct. 3.

GENERAL } HEAD QUARTERS OF THE ARMY,  
ORDERS, } ADJUTANT GENERAL'S OFFICE,  
No. 64. } Washington, Oct. 3, 1837.

I. The proceedings of the Court of Inquiry, directed to assemble at Mount Vernon Arsenal, in the State of Alabama, by command of the PRESIDENT OF THE UNITED STATES, and pursuant to "General Orders No. 36," dated "May 30, 1837," for the purpose of examining into the transactions of Captain E. Harding, of the Ordnance Department, in reference to his administration of the affairs of said Arsenal, under his charge and superintendence, have been submitted to the Secretary of War, and laid before the President. On a full view of the facts as presented in said proceedings, it does not appear to the President that there is any thing disclosed which would tend to criminate Captain Harding, and it is therefore hereby directed that he return to Mount Vernon Arsenal, and resume his duties at that station.

II. The Court of Inquiry, of which Capt. F. S. Belton, 2d. Artillery, is President, is hereby dissolved.

By ORDER OF ALEXANDER MACOMB,  
MAJOR GENERAL COMMANDING IN CHIEF:  
ROGER JONES, Adj't. Gen.

ADJUTANT GENERAL'S OFFICE, }  
Gen. Order } Washington, Oct. 7, 1837.  
No. 66. }

The following errors, which occurred in a part of the first impression of Scott's Infantry Tactics, now in use, will be corrected in such copies as may require it:

VOL. I, par. No. 410, page 95, in the sixth line, strike out the words "the blades"—also, in the same line, strike out the word "above," and insert *under*.

In the same paragraph (No. 410) strike out the last word "front," and insert *rear*.

In the next page (96) last line but one, strike out the word "above," and insert *under*.

In the next page (97) sixth line, strike out the word "front," and insert *rear*.

VOL. II, par. No. 1255, page 114, in the first command, strike out the word "company," and insert *column*.

VOL. III, par. No. 2071, page 78, in second line of paragraph, strike out the words "in front of," and insert *except*.

By ORDER OF ALEX. MACOMB,  
Major Gen. Commanding-in-chief:  
R. JONES, Adj't. Gen.

## MARRIAGES.

In Washington, on the 4th inst., Drs. CHARLES E. HASSELER, Assistant Surgeon U. S. Navy, to Miss ANNA JOSEPHA NOURSE, youngest daughter of Col. M. NOURSE, of Washington City.

In Baltimore, on the 5th inst., JAMES CARROLL, Jr., to MARY WETHERED, daughter of the late Purser R. C. Ludlow, of the navy.

## TRANSPORTATION OF STORES.

NAVY COMMISSIONERS' OFFICE, }  
September 27, 1837. }

PROPOSALS, sealed and endorsed, will be received at this office until 3 o'clock, P. M. of the 11th day of October next, for the transportation of provisions and stores to Mahon, to Rio de Janeiro, and to Valparaiso, (and to Lima, if required to proceed to the latter port by the senior naval officer or United States agent at Valparaiso.)

The shipment to *Mahon* will be made from the navy yard at Norfolk in two vessels, and will be in quantity or bulk equal to about 5,800 barrels; of which about 2,000 are wet barrels, and the residue in dry hogsheads and barrels, or measurement goods.

The shipment to *Rio de Janeiro* will be made from the navy yard, Boston, and will be in quantity or bulk equal to about 2,000 barrels; of which about 1,700 are wet barrels, and the residue are dry hogsheads and barrels, or measurement goods.

The shipment to *Valparaiso*, (and *Lima*, if required) will be made from the navy yard, New York, in two vessels, and will be in quantity or bulk equal to about 5,600 barrels, of which about 2,300 are wet barrels, and the residue are dry hogsheads and barrels, or measurement goods.

The vessels offered must be able to carry the full amount of freight destined for the places for which they are offered; the capacity in barrels of each vessel offered must be specified, and their names, and the place where they are then lying, and if they should prove insufficient to carry the full quantity for which they are offered, ten per centum to be deducted from the price, payable by the charter party, to cover the injury to the United States; but no freight to be paid beyond the amount due for articles which may be actually carried.

The rate or standing at the Insurance Offices must be stated, and no vessel will be accepted until satisfactory reports shall be received of their capacity and character, after surveys shall be made by order of the Commissioners of the Navy.

One vessel will be required to be at the navy yard, Norfolk, ready to load for Mahon by the 1st day of November next, to take on board 2,500 to 3,000 barrels. Another vessel will also be required to be at the same yard, ready to take on board, by the 1st day of December next, the remainder of the stores for Mahon, (about 2,800 to 3,300 barrels.)

The vessel for Rio will be required to be at the navy yard, Boston, by the 1st day of November next, ready to take in cargo.

One vessel will be required to be at the navy yard, New York, ready to load for the Pacific by the 1st day of November next, taking on board from 2,500 to 3,000 barrels; another vessel, to take on board the remaining stores for the Pacific—from 2,600 to 3,100 barrels—must be at the navy yard, New York, ready to take in cargo by the 1st day of December next.

The offers must specify the price asked for all barrels round, without discrimination of wet or dry barrels, or measurement goods, five and a half cubic feet of measurement goods and thirty gallons to the gauge, of all casks not usually called barrels, whatever they contain, to be considered as barrels.

No primeage to be allowed, nor must any be asked in the proposals.

The freight money will be paid in the United States, by the respective navy agents near the navy yard where the shipments shall have been made, or at such other places as shall be directed, on certificates being exhibited to the said navy agents, respectively, of the safe delivery of the respective cargoes, agreeably to the bills of lading, signed by the United States navy storekeeper, or by the senior naval officer present at the places of delivery.

Fifteen lay days to be allowed, exclusive of Sundays and holidays at Mahon and Rio de Janeiro, and at each of the ports at Valparaiso and Lima, should both ports be used.

And the offers must specify the rate of demurrage to be demanded, in case of greater detention.

Fuller information, as to the nature of the stores and kind of packages to be shipped, may be obtained upon application at this office, if deemed necessary.

Oct. 5—td